

The Hongkong Telegraph.

No. 2851

TUESDAY, MAY 26, 1891.

SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.
LONDON:
Head Office, 40, Threadneedle Street.
West End Office, 21, Cockspur Street.
BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.
THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, Issues Letters of CREDIT, forwards Bills for COLLECTION, and Transacts Banking and Agency Business generally on terms to be had on application.
INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 4 per Cent. per Annum.
ON CURRENT DEPOSIT ACCOUNTS 1 per Cent. per Annum on the Daily Balance.
F. W. RUTTER, Manager, 110

Insurances.

THE STANDARD ASSURANCE CO. OF LONDON.
STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE Standard has a long record of good services to refer to. Its Funds, annually increasing, amount to £7,000,000. The Premiums are moderate, and all modern features consistent with safety have been adopted.
DODWELL, CARLILL & Co., Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Underwritten are prepared to accept FIRE AND MARINE INSURANCES on favourable terms.
Current rates and a guaranteed Bonus equal to that paid by the local Offices.
GEORGE R. STEVENS & Co., Agents.

No. 2, Queen's Road, Hongkong.
Hongkong, 31st March, 1891.

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Underwritten having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.
REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1889.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & Co., Agents.
Hongkong, 14th November, 1890.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED £1,000,000.
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1891.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000; \$333,333.33.
EQUAL TO £1,000,000.
RESERVE FUND £318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEN MOON, Esq.
LOU TAO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1890.

Notices of Firms.

CANADIAN PACIFIC RAILWAY COMPANY.

CHINA AND JAPAN ROYAL MAIL STEAMSHIP LINE.

THE Underwritten have been appointed AGENTS in Hongkong and China for the above Line.
DODWELL, CARLILL & Co., Hongkong, 15th May, 1891.

Dr. Knorr's ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations.
Hongkong, 20th May, 1891.

Intimations.



CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong—15, Queen's Road.

CALDBECK, MACGREGOR & Co., 7, Fochow Road, Shanghai.

CALDBECK, MACGREGOR & Co., 101, Leadenhall Street, London.

CRUICKSHANK & CO., LD.

FAMILY AND DISPENSING CHEMISTS,

Commission Agents.

REFRESHING AND COOLING DRINKS FOR THE HOT WEATHER.

PURE FRUIT JUICES.

Lemon, Raspberry, Strawberry, Apple and Pear, &c., &c.

Rose's Raspberry Vinegar, Montserrat Lime Juice, and Lime Juice Cordial.

GRANULAR RASPBERRY CITRATE.

(Victoria Effervescent Saline—The Universal Blood Purifier).

All requisite Medicines for the "DOG," Mange Lotion, Worm Powders, Carbolic Soap, &c., &c.

DR. KOCH'S TUBERCULINE.

Hongkong, 26th May, 1891.

LANE, CRAWFORD & CO.

HAVE NOW UNPACKED THEIR NEW STOCK OF

CALCUTTA PITH

SUN HATS.

STRAW HATS.

NEW "TERAL" HATS.

LANE, CRAWFORD & CO.

Hongkong, 7th May, 1891.

KELLY & WALSH, LD.

JUST READY.

THE PHILIPPINE ISLANDS.

BY

JOHN FOREMAN, F.R.G.S.

BEING a Historical, Geographical, Ethnographical, Commercial and Social Sketch of the Philippine Archipelago and its Political Dependencies.

The latest Standard Work on the Philippine Islands. 500 pages demy octavo, in Cloth, with Map of the Archipelago and frontispiece.

PRICE.....£5.

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 21st May, 1891.

ROBERT LANG & CO.

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

OPPOSITE HONGKONG HOTEL.

OUR Stock of Seasonable Goods is now complete in all the newest MATERIALS, comprising a large variety of DRESS SUITING from 30s upwards. TWEEDS for SUITS, ULSTERS and INVERNESS CAPES, CORDS and ELASTICS for RIDING and SHOOTING BREECHES and LEGGINGS.

EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LISLE THREAD and CASHMERE, SOCKS, PATENT LEATHER PUMPS and SHOES, &c., &c., &c.

ROBERT LANG & CO.

Hongkong, 9th January, 1891.

W. POWELL & CO.

HAVE JUST RECEIVED

A SPECIAL SHIRMENT

LADIES' SUMMER DRESS MATERIALS

PRINTS, MUSLINS, ZEPHYRS, &c., &c.

W. POWELL & CO.

Hongkong, 19th May, 1891.

W. BREWER

CIRCULATING LIBRARY.

FROM June 1st, W. BREWER commences a CIRCULATING LIBRARY from which Readers can obtain almost any Modern Work on payment of a yearly or half yearly subscription as follows:

For 1 Book at a time.....\$12 a year.
For 1 Book at a time.....\$7 4 year.
For 2 Books at a time.....\$18 a year.
For 2 Books at a time.....\$10 1 year.

Subscriptions payable in advance.

W. BREWER,

UNDER HONGKONG HOTEL.

Hongkong, 13th May, 1891.

G. FALCONER & CO.

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 24, Queen's Road Central.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER.

Always on Hand.

L. MALLORY, Hongkong, 20th June, 1891.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prize at every Exhibition; and for Volkmann and Sohn's.

CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES.

No. 4, Queen's Road Central, 1891.

Intimations.

"CAMPHYLENE"

A NEW DISINFECTANT, GERMICIDE,

INSECTICIDE, AND ANTIMICROBE.

A powerful and effective Non-poisonous and Non-corrosive Disinfectant for use in Sick Rooms, for fumigating Clothing, Bed Linen, &c. and for general use as an agreeable indoor Disinfectant for Closets, Lavatories, Sinks, &c.

It has a pleasant smell, and is similar to Camphor as regards its property of evaporation. The warmer the weather or climate the more effective is its action.

Prevents Moth in Clothes, Furs, Carpets, &c. Drives away Flies, Mosquitoes, and other Insects.

Camphylene to suit its Various Uses is Manufactured in several forms, viz.:—Balls, Solid Blocks, and Powder.

The Balls and Solid Blocks are Sold in Tins at 50 Cents, \$1, \$1.50 and \$2 each. The Powder in Tins at 50 Cents, \$1 and \$1.50 each. The largest sizes are the cheapest in proportion.

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

Sole Agents for

HONGKONG, CHINA, AND MANILA.

BRANCH ESTABLISHMENTS.

A. S. WATSON & Co., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI,

24, Nankin Road.

BOTICA INGLEZA, MANILA,

14, Escolta.

THE CANTON DISPENSARY, CANTON,

Canal Road.

THE DISPENSARY, FOCHOW.

THE DISPENSARY, HANKOW.

THE DISPENSARY, TIENSIN.

LONDON OFFICE,

8, Fenchurch Buildings, E.C.

THE HONGKONG DISPENSARY,

27th April, 1891.

1632

NOTICE.

THE MOUNT AUSTIN HOTEL will be

OPENED on the 1st of June.

Hongkong, 23rd May, 1891.

1761

GOVERNMENT NOTIFICATION.

A LIMITED number of Copies in Four

Volumes of the ORDINANCES of the

Colony complete to the end of 1887 can be

obtained for Twenty-five Dollars the set on

written application to the REFERENCE CLERK,

Colonial Secretary's Office.

By Command,

W. M. DEANE,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 23rd May, 1891.

1764

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

R. Nelson, Commander, will be despatched as

above on FRIDAY, the 29th inst., 9 a.m.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

First Class Saloon and Cabin are situated forward of the Engines. Second Class Passengers

are berthed in the Poop. A Refrigerating

Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified

Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th May, 1891.

1744

NIPPON YUSEN KAISHA.

FOR HONOLULU.

THE Company's undermentioned Steamships

will leave YOKOHAMA for HONOLULU

direct, as under:

"YAMASHIRO MARU," 1st June.

"MIKE MARU," 27th June.

Through Bills of Lading will be granted from

Hongkong.

For Freight or Passage, apply to

GEO. R. STEVENS & Co., Agents.

Hongkong, 6th May, 1891.

1681

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI

AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

Captain W. D. Middle, will leave for the above

places on SATURDAY, the 30th inst., at DAY-

LIGHT.

E. L. WOODIN,

Superintendent.

Hongkong, 21st May, 1891.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 313 L. I. American Bark

"ST. JAMES,"

Burnham, Master, will leave here for the above

Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co., Agents.

Hongkong, 21st April, 1891.

1610

Shipping.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN,

ISMAYLIA, PORT SAID, SUEZ, GIBRALTAR, MARSAILLES, GENOA, TRIESTE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

M.R.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR BATAVIA, PENANG, GULF PORTS, MARSAILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

"THAMES," Capt. W. A. Sinton, R.N.R., with

Her Majesty's Mail, will be despatched from

this for LONDON, via BOMBAY and SUEZ

CANAL on THURSDAY, the 28th May, at

Noon.

Cargo will be received on board until 4 P.M.

Parcels and Specie (Gold) at the Office until

4 P.M., on the day before sailing.

Silk and Valuables for Europe will be

transhipped at Colombo. General Cargo for

London will be conveyed via Bombay without

transshipment, arriving one week later than by

the ordinary direct route via Colombo.

Tea will be sent either via Bombay or

Colombo, according to arrangement.

For further particulars regarding FREIGHT and

PASSAGE apply to the PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S Office, Hong-

kong.

The Contents and Value of Packages are re-

quired to be declared prior to shipment.

Shippers are particularly requested to note

the terms and conditions of the Company's

Black Bills of Lading.

This Steamer takes Cargo and Passengers for

Marsailles.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, 21st May, 1891.

1610

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM

HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of Japan | Tuesday... | June 2nd.

Empress of India | Tuesday... | June 30th.

Empress of China | Tuesday... | July 28th.

For Sale.

IMPORTANT INTIMATION.

NOW READY.



(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDU-CHINA, NORTH BORNIO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1891.

PRICE THREE DOLLARS.

"THE HONGKONG DIRECTORY" has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladivostok, Formosa, the Treaty Ports of China and Japan, Coochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG.

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong.

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG; The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations, and all recent additions and improvements, AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE. IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, (amended and corrected to date) dealing with almost every branch of the subject, including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

THE WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *volume* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at this Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newcastle, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports to the Office of "THE HONGKONG TELEGRAPH" PUBLISHERS, HONGKONG.

Intimations.

DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER MANUFACTURERS.

A REFRESHING WHOLESOME DRINK.

DAKIN'S LEMON SQUASH.

A VERITABLE LEMON SQUASH AERATED, COOLING, THIRST QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 4th May, 1891.



BY APPOINTMENT.

WINES AND SPIRITS.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH-WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERALE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

The Hongkong Telegraph.

HONGKONG, TUESDAY, MAY 26, 1891.

TELEGRAMS.

OUTBREAK IN DUTCH GUIANA.

LONDON, May 16th.

At Paramaribo the lower orders have risen against the upper and middle classes. Numerous conflicts have taken place at which large numbers have been wounded; there is a considerable panic and the situation is most alarming. The Guiana Chambers have petitioned the Minister for the Colonies to allow the Public Prosecutor a free hand in order to suppress the outbreak.

(Surinam or Dutch Guiana, of which Paramaribo is the chief town, lies on the North Coast of South America with a population of 57,000 inhabitants and an area of 14,000 square miles. The principal exports are sugar, cocoa, coffee, rum, molasses, quassia, and other valuable woods, gums and drugs, most of these articles finding their way to Britain. Gold is also an export product. The population is mixed, consisting of Europeans, Jews, Indians, and Maroons or bush negroes, several thousands of people immigrated from India, and a sprinkling of Chinese. It is ruled by a Governor assisted by a Council partly nominated, and partly elective. The country is largely uncultivated, especially in the hilly districts north and south, which are held by the so-called bush negroes or descendants of runaway slaves. Slavery was abolished in 1863, 25 of compensation being given to the owner for each slave. Although the physical character, climate, and productions of the country are nearly the same as those of British Guiana, the natural advantages of Dutch Guiana are not so fully developed. Several rivers flow through the country into the Atlantic, much of the area they traverse being covered with wide spreading forests of valuable timber. The Dutch established Settlements on the coast as far back as 1580.)

NYASSALAND. A British Protectorate in Nyassaland has been gazetted.

IMPORTANT TO HONGKONG.

The feeling in Belgrade is very bitter against the Government, owing to the expulsion of Queen Nathalie.

MR. GLADSTONE'S ILLNESS.

Mr. Gladstone is still suffering severely from influenza.

PORTUGAL'S POLICY.

The Portuguese Ministerial reform programme includes large reductions Colonies War (footing?)

(Likewise fooling.—Ed., H.K. Telegraph.)

LOCAL AND GENERAL.

The P. & O. S. N. Co.'s steamer *Bhridisti* left Singapore for this port at 10 a.m. yesterday.

The returns of the number of visitors to the City Hall Museum for the week ending May 24th, are:—Europeans 139, Chinese 1,038, total 1,177.

SCIENTIST (in Rolla)—Bring me a decoction of burnt peas, sweetened with glucose and lightened with chalk and water. "Boy" (vociferously)—Coffee for one.

We hear that the Europeans residing in Chow-chow-foo, were somewhat frightened a few days ago owing to disturbances amongst the natives. Particulars not yet known.

An Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, to-morrow, at 1 for 5.30 p.m. precisely. Visiting brethren are cordially invited.

Thus an American contemporary—The great maritime power of the twentieth century will be an American away back in the race, but they have an increasing confidence that they may be able to answer this question.

A HOME paper informs us that the Baroness Alexander is entertaining Berlin young men nightly at a *café chantant* with abbreviated skirts and risky songs. She is the wife of one of the producers of Hungarian magnates.

In the House of Commons the bill making permanent the closing of public houses in Ireland on Sundays, and including in its scope the cities of Dublin, Cork, Belfast, Waterford and Limerick has passed its second reading by a vote of 248 to 94.

The adjourned inquiry into the circumstances attending the outbreak of fire on the premises Nos. 337 and 339 Queen's Road Central a fortnight ago, was resumed this afternoon by Mr. Wise, Acting Coroner, at the Police Court. There being no further evidence to produce the inquiry was closed and the premises released.

THUS Spotted Tail, a prominent Sioux chief, to a bald-headed Indian Bureau (U.S.) Commissioner: "All men who come from Washington are liars, and the bald-headed liars are the worst. I do not want to hear a word from you—you are a bald-headed liar." Who will say after this, that the red man has not profited by the advance of modern civilization.

A YOUNG woman residing at Yau-ma-ti, whose husband had left her, was summoned before the magistrate this morning for attempting to drown herself by jumping overboard from the *Wing-foo* launch into the harbour a week ago. She said she was sorry for what she had done, and, on promising to continue the struggle for life, was discharged.

THE San Francisco *Bulletin* remarks—"Portugal is giving England a great deal of provocation in South Africa. She seems to be courting trouble. It is just possible that she is encouraged by stronger Powers. If Russian and French influence could involve England in complications in India and Africa, it would neutralize her in case of a struggle between those two Powers and the Triple Alliance."

THE Fleet is moving. It may be emulation of yesterday's military demonstration, or it may be a sequel to the defensive operations of the land forces a fortnight ago, but anyhow the *Imperial*, *Warrior*, *Edgar*, *Victor*, *Emmanuel*, and *Marianne* were ordered to get up steam and prepare to attack Tytan Bay. About four o'clock they got under weigh, and it is not yet known which broke down first.

A CHINAMAN charged before Mr. Wise this morning with being in unauthorised possession of whisky pleaded that it was to be used medicinally. Who says the Chinese do not take to Western civilisation? Another coolie, charged with assaulting a constable, stated that he only asked him what time it was, and this seemed to enrage the officer. Evidently if you want to know the time you mustn't ask a policeman.

CAPTAIN JOHN CHARLES PITMAN has been awarded the Victoria Cross for a year for his gallantry, rendered vacant by the death of Captain James Bull. As lieutenant of the *Druid* and *Blenheim*, he was present at the capture of Tyocoon, Chuenpoo, and Amoy, and at first operations in the Canton River. He was Aide-de-Camp to Sir Hugh Gough and Captain Sir F. Stenhouse, and was present on the heights of Canton, 1841, and at the capture of Amoy, being twice honourably mentioned in despatches, and promoted. He received thanks from the Admiralty for regaining his ship *Chilina*, when on the *Prata* Shoal, and the thanks of the French Commodore for services rendered to the crews of two frigates wrecked in the Gulf of Korea.

THERE was a scene of great excitement in the Supreme Court at Singapore, a few days ago. A policeman named Ganga Singh, with a woman Sams, was charged with abducting a girl from her mother's house. The prisoner had paid \$100 to the mother of the girl to get her as his wife and it was alleged that she had helped him in the abduction. A large number of the old convict population of Singapore people transported to the Straits in the old East Indian days, the *orang Indian* of the Malays, were present in the Court. The mother of the girl herself said that she had come there forty years ago as a convict, and was a murderer. The jury had some difficulty in coming to an agreement and after a quarter of an hour returned with a unanimous verdict of not guilty against the woman, but could not agree about man. After some questions had been answered, they retired again, and eventually found the man guilty of abduction by a majority, saying that he was driven to do it because the mother wanted to keep his money. The judge agreed and sentenced him to one day's imprisonment. The man came from the crowded Court as the prisoner was released was something to be remembered.

A BARONETRY has been conferred upon James Fitzjames Stephen, of the Queen's Bench Division of the High Court of Justice, who retired recently from the bench, owing to impaired health.

MESSRS. Dodwell, Carill & Co., agents for the Canadian-Pacific Line, informs that the steamer *Empress of India* left Shanghai for this port at 1 p.m. today, and is due on the afternoon of the 28th inst.

THE poet of the Washington *Post* to the King of Italy:— Oh, good Umberto, if, as people say, This Government has hurt your feelings tender. Why not, instead of Fava, take away The organ grinder and banana vendor?

LAST night the members of the Garrison Staff held a smoking concert in the Commissariat Buildings, Queen's Road. There was a large attendance, and under the chairmanship of G. S. M. Meredith a most enjoyable evening was spent.

ADMIRAL the Hon. George Disney Keene, C.B., has been awarded the flag officer's Greenwith Hospital Pension of £150 a year, rendered vacant by the death of Admiral J. C. Prevost. Admiral Keene was present at the rout of the Chinese Imperial Camp at Shanghai, 1854, and was honourably mentioned in despatches.

YESTERDAY afternoon the Seamen's Temperance Society held their usual picnic, when a visit was paid to the silver mines on the island of Tam-chow. The *Day Spring* and another launch conveyed the merry party to the island upon which sports of various kinds were indulged in, and a most pleasant outing was enjoyed.

At the Magistrate's this morning before Mr. Wise, Wm. Schmidt, gun-maker, was charged, on remand with wilfully shooting a Chinese boy. In defence, he put in a small sketch, appealing to the Bench as to whether it was possible to shoot round a corner, "according to a little plan I have made." The gun produced was used for the purpose of driving dogs away. The case was further remanded until to-morrow. Bail \$25.

THE *Huogo News* of the 18th inst., publishes additional particulars of the loss of the steamer *Albany*, of the Mogul Line, which went ashore at Matsushima, a small island about 120 miles from Kobe in the Inland Sea. She is said to be lying at such an angle that it is impossible for any one to stand on her decks, or for the extent of her injuries to be ascertained. She left Kobe on the 15th in charge of a Chinese pilot named W. Houghton, and for New York. She has been engaged in the Japan trade for several years, and was a well-known vessel. The island she is wrecked on is said to be very precipitous, with about 100 yards of sandy beach.

At a recent provincial show in N.S.W. the high jump for lady riders resolved itself into a match between the two pluckiest competitors. They stood on the high jump bar, which was raised to 5 ft. 6 in., which both cleared in splendid style. The committee then stepped in and stopped the proceedings, although the riders were most anxious to go on to a finish. How does this performance compare with the daring deeds done over the "sticks" on the Happy Valley steeplechase course? but luckily we will see them no more, for that fatherly host, the Stewards, have apparently decreed that the business must cease since they cannot indulge in themselves.

YESTERDAY afternoon Inspector Stanton boarded the river steamer *Kiang-show*, and seized about 80 lbs. of smuggled opium, the property of the steamer's cook and the second engineer. Both defendants denied the allegation and Mr. Wilkinson, who appeared for the second, before Mr. Wise at the Police Court this morning, contended that there was no sufficient evidence to convict his client, as there was no proof that the opium was his property. Inspector Stanton said he had received information previous to the steamer's arrival and there was no doubt as to whom the opium belonged to. His Worship mulcted the defendants in a fine of \$100 each, or two months' imprisonment.

THE Anglo-Burmah and China Association is again pressing the Secretary of State to allow private enterprise to share in developing the system of railways in Burma. The Association pointed out the necessity for its early construction, on the ground that the French have already turned the trade which used to find its way through China into Siam and the semi-independent Shan States to the detriment of English manufactures, but the Indian Government appears to be slow in the matter. They do not wish the interference of private enterprise in a country barely exploited, and rather than rush it with an acceleration of railways to the Chinese frontiers, in the hope of obtaining the Chinese trade, are content to spend an annual sum in railway construction, and opening communications and developing the trade in Burma itself.

At Bethnal Green, London, an inquest was held the other week, on an infant that had died at the age of one year, and a cold shudder went through the assemblage when the mother arrived and proved herself to be a girl of 13. But to and behold! when it came out in evidence that the author of the being of this child, and the seducer of the miserable child's mother, was a man in Government employ, there arose a wave of protest that promptly hushed the sinner from his post, and placed him within the clutches of the law. But London is not Hongkong; there the ravisher of innocent children gets his due; here under even more disgusting circumstances, a mentally warped and physically fitful man, on the ground that he used means to defeat the ends of justice and to prove the ruffian's guardian and his shield even in the face of outraged public opinion.

SEVERAL highly interesting and important papers, says the Philadelphia *Ledger*, of April 17th, have been read at the sessions of the American Water-works Association, now about drawing to a close, but it has so happened that few of them have had direct relation to our own system of water supply. The paper read yesterday by Professor Henry Leffman, on the Anderson system of water purification, is of a different stamp. There is strong testimony in favor of this system, not only from Dr. Leffman, but from many other authorities, and it has been in practical use on a large scale at Antwerp for six years, and other places for a less term, with most satisfactory results. Although the cost of the process cannot be definitely stated, it is known to be within what may be called the commercial limit, and is estimated in round numbers at \$5.50 per million gallons. If Philadelphia could afford the first large outlay required for the plant it could well afford the additional outlay for the operation of a system giving it water not only as clear as crystal, but actually purified; that is to say, freed from deleterious substances. It is, of course, an immense undertaking—that of purifying and filtering the water supply of a city of more than a million inhabitants—but the Anderson process is practicable, and seems to give results heretofore unattainable, except on a small scale in laboratory experiments. The Hongkong water has already poisoned the Governor and burst a launch boiler; it would be interesting to see how it would fare with Mr. Anderson.

THE dealers in lottery tickets may now expect a little attention from the Police. This morning Mr. Wise imposed a fine of \$5 upon a lottery dealer, who was found possessed of a number of those tickets yesterday. The whole of the tickets were ordered to be destroyed.

ANOTHER kidnapping case was investigated Mr. Wise at the Police Court this morning, when a man and a woman were found guilty and sentenced to six months' hard labour each, for selling a five year old child to some junk people at Chik-wan for fifty-one taels at the end of last month.

A CHINESE youth of fourteen summers was charged before Mr. Wise at the Police Court this morning with pocket-picking. The defendant was working a crowd near the Ko Shing theatre yesterday, and managed to relieve a bloated bonholder of two Mexicans. "Unfortunately he was caught in the act, and now he is looking forward to being in jail for a week, and receiving a dozen strokes of the rattan."

A BILL for amending the Penal Code that has principal object the bringing of the law for its consent in cases of sexual intercourse into accord with that now prevailing in India and Ceylon has been introduced in Singapore. At present it is rape to have connection with a girl under the age of ten years even with her consent. It proposes to raise the age to twelve. We make no comment.

"MAKE money" is a beautiful precept, but I don't always work in practice. A Celestial with a score of well-made counterfeit coins was arrested yesterday in the Chinese Recreation ground by a Chinese detective, who had his suspicions aroused by seeing the man run away after purchasing three pocket-handkerchiefs. This morning Mr. Wise sent the smasher to imprisonment for the next three months, and ordered the counterfeit coins to be destroyed.

BRITISH Columbia wants the Dominion Parliament to make the Chinese poll tax \$100 instead of \$50. Action upon the petition will depend upon whether the Dominion Government and the Canadian Pacific think they can make more or less money by raising the tariff on heathens. The interests of British Columbia will cut no figure in the consideration of this question, except so far as they may be deemed to affect the larger interests of the Dominion and the railway.

At the Police Court this morning, before Mr. Wise, two Europeans, said to be passengers on the *Empress of Japan*, were charged with trespassing on Kowloon West Battery on Sunday last. The defendants said they were walking along the high-way and as they didn't see any guns lying about, or anything to show that the place wasn't a brickfield, they were quite willing to say no more about it. His Worship did not think the matter was serious, but he imposed a fine of \$5 upon each defendant, with the alternative of being put in a secure stone place for some time if they didn't respond.

DISCIPLES of Lavater, and students of such books as "Savior Resartus" should find ample scope for the exercise of their talents in the streets of Hongkong at the present time. It has always been an acknowledged fact that our community contains some of the most extraordinary specimens of humanity that are to be found on this terrestrial sphere, but recently it has been considerably augmented by the influx of a crowd of sightseers for whose arrival here that floating palace, the *Empress of Japan*, is responsible. These good folk crowd the highways and the byways of Hongkong, and the interest that they evince in local lions is only equalled by the curiosity that they themselves excite in the native breast. Their charter apparently gives them extraordinary privileges in the line of dress; many stroll round in fearful and wonderful caricatures on 19th century apparel, and not a few without even a *palatol*, which somewhat necessary garments carried under the arm, should there be one to spare, if not around the waist. Residents who take an interest in natural history should not walk abroad just now without a gun—the opportunities are too good to be missed.

A BERLIN paper prints the following thrilling bit of fiction from a letter written by a seaman of the German gunboat *Wolf* when at Hongkong:—"On the way from Japan to China we approached some small islands, and a boat was lowered in order to land. The crew of the boat soon discovered behind one of the islands a vessel, which they believed to be manned with pirates, and they immediately turned back. A high sea was running at the time, and it was very stormy. The boat capsized, and ten men of the officer in command were struggling with the waves. Of these only seven were saved, and a lifeboat was lowered to try to pick up those who were missing. Evening came on and the lifeboat did not return, and it was surmised that she had fallen into the hands of the pirates. The first cutter, manned by one officer and fourteen seamen (of whom I was one), each supplied with sixty ball cartridges, was then sent in search. We also carried one gun and provisions for six days, and four in the morning, we espied the Chinese junk, we made for her, when close up we saw our missing boat on board. The guns and rifles were loaded, and the German flag hoisted. But the pirates did not stand their ground, and tried to escape. The cutter fired immediately, the first shot smashing the deck of the junk. The enemy then became bewildered, and after a hard struggle we succeeded in gaining the deck of the pirate, where a hand-to-hand fight took place. Thirteen pirates were killed, and all the rest taken prisoners. The junk was searched, and down in the scowage we found our lost comrades, bound hand and foot. Both they and our prisoners were then carried in triumph on board the *Wolf*."

SUPREME COURT.

IN BANKRUPTCY.

(Before Chief Justice Sir J. Russell.)

Tan Kim Hoon came up for his final examination, Mr. Wotton appearing for him, and Mr. George for the chief creditor. Liabilities were stated at \$786.60 and assets at present nil, but bankruptcy was entailed to a share in certain property which was heavily mortgaged. One claim only had been proved, that of A. Tack, on a promissory note for \$500, which was stated as the cause of the bankruptcy, the debtor being held liable for debts contracted by his co-executor, Liu Lum. Liu Lum conducted the business of Achee, furniture dealer, Queen's Road, on behalf of the widow. He seemed to have borrowed extensively. Attack was a trade rival. The co-executors only discovered how Liu Lum was acting when it was too late. He then left the Colony, and judgment was recovered for his debts against his co-executor.

Mr. George said the executor had always passed as owner of the shop, and it was only when judgment had been obtained against him, that an accomplice and the others went bankrupt and declared themselves to be only executors. After a few questions the bankrupt was ordered to come up again on May 31.

THE QUEEN'S BIRTHDAY CELEBRATION.

Seventy-two years ago that august lady Victoria, Queen of a great deal of the map, and Empress of most of the rest, was gradually pleased to be born. The event was duly commemorated yesterday by her loyal subjects in Hongkong, the majority of the tradespeople closing their establishments at 6 p.m., as usual, and the banks, insurance offices, Government departments, and other hives of industry making it an excuse for a holiday, also as usual. The *Victor Emanuel*, *Imperial*, and two gunboats dressed ship, (a couple of other cruisers didn't), and a fast and furious collar also emptied the signal-locker over the mainmast. At mid-day a salute of twenty-one guns made the welkin ring, and so on. The chief event of the day, however, was the parade by our 40,000 military and auxiliary forces, in the afternoon. The Parade-ground and cricket-field were surrounded by a curious and freely-piercing crowd by five o'clock, when H. E. Major-General Digby Barker, as the Acting Governor, came through the gate and stood under the oriflamme of Britain. A few minutes later the Royal Engineers and Artillery arrived and occupied the upper end of the ground. After another brief interval the noble girth, headed by the band, put in an appearance, and a very imposing one at that. With the exception of a slight mishap to the drum-major's helmet, owing to his original method of wearing the emblem of office, the regiment were safely steered into a position along one side of the ground, the flank at the Pavilion end being held by a score or so of our Artillery Volunteers, with four guns. In the centre of the ground were the four Maxim guns ordered by the Government nearly a couple of years ago, and the four *centurion* mounted on the parade ground, which were to be organized in connection therewith. (These two last items were not visible to the naked eye, but the Colonial Secretary says we have got them, so it's all right.) After displaying an *adelson*, which is the technical way of saying that the troops spread out, the officers saluted one another ceremoniously, and the Gun Lancers at the Cathedral and the mounted Volunteers at the opposite corner, one of the rifles also going off by spontaneous combustion; then the troops, *sergeant*, the big drummer, the fife, and the band, in slow time to the strains of the National Anthem, during which performance the General and all the officers stood saluting the *Invisible Presence*, the troops held their smoking rifles at an angle of 45, and several civilians, whose names we are in a position to publish, took off their hats. The final thump of the first four bars over the Volunteers in their turn brined away blank cartridge very vigorously, but the second gun was on strike. The sponge had taken a fancy to the gun, and it declined to go out. Whistling had no effect on it. After hurried corroboree, it was decided to pass on to No. 3 gun, and the whole seven rounds were got off, the band accompanying. The rattle of musketry was again heard, followed by another resounding of the National Anthem. Consider it all done a third time, and we next see the regiment taking off its helmet like one man and reading the air with well-stimulated enthusiasm, so far as they could throw expression into "Hooray!" Under cover of the cheers a four-sergeant, attended by two lighted ladies, wandered off to a conspicuous position with the colours, which had up to then been waving over the centre of the line, and the two Sawmills walked several miles in short laps round about the flag. A minute later a company wheeled out and advanced until they were near enough to club the felonious sergeant, who seemed to have taken much to carry, with flag, rifle, and dignity. The lieutenant stepped forward and made two cuts at him, took the colour away, and turned to the company, who expressed their admiration of his temerity in dumb show. Everybody went back to his place then, and the band struck up "Annie Rooney," or something to that effect. To these inspiring strains the march past began, and a very pretty sight it was; first the Engineers, then the Artillery, the Volunteers next, led by Capt. McCallum, (who was about the only soldierly-looking man in the whole two dozen); the pipers, and finally the A. and S. Highlanders, looking and marching their very best as they passed the saluting line. The line was able to keep light and on its feet, and the Volunteers first tumbled over each other and then upon their guns, amid loud cheers. About this time the seventeenth instalment of "God save the Queen" was delivered, the persevering loyalists having by this time wearied of taking off their hats. Then the pipers were turned loose again, and while nobody was watching the Volunteers got away. The Engineers and Artillery followed, and the canny Scots were last to quit.

THE PORT CHARGES IN HONGKONG.

The following letter has been forwarded to us for publication by the Secretary of the Chamber of Commerce:—

SIR.—The Committee of the Chamber of Commerce direct me to acknowledge receipt of the Acting Colonial Secretary's despatch No. 707 of 7th May, in which was enclosed a minute from His Excellency the Governor of 7th May upon a letter addressed by this Chamber on the 1st May, to the Colonial Secretary, which called the attention of the Government to certain statements made in an undelivered, but published speech of His Excellency which appeared in the newspapers of this Colony on the 10th April.

His Excellency appears not to be clear, as to the object of the Chamber's letter of 1st May. That letter my Committee consider plainly indicated its object. His Excellency made certain statements in that speech, undelivered orally, which the Chamber considered were not in accordance with facts. If these statements had been allowed to pass unchallenged it would have been reasonably assumed that they were trustworthy, because uncontradicted, and these misleading statements coming from such a source would have had a most injurious effect in determining the issues that His Excellency sought to establish in his printed speech. That the doubt of the correctness of the Governor's statements which existed with my Committee, and which immediately led to the Chamber's letter to the Colonial Secretary, was not the result of the Chamber's misapprehension of the correctness of the Governor's statements, but of the fact that the Chamber had been misled by the statements which had been made in an undelivered, but published speech of His Excellency which appeared in the newspapers of this Colony on the 10th April. His Excellency appears not to be clear, as to the object of the Chamber's letter of 1st May. That letter my Committee consider plainly indicated its object. His Excellency made certain statements in that speech, undelivered orally, which the Chamber considered were not in accordance with facts. If these statements had been allowed to pass unchallenged it would have been reasonably assumed that they were trustworthy, because uncontradicted, and these misleading statements coming from such a source would have had a most injurious effect in determining the issues that His Excellency sought to establish in his printed speech. That the doubt of the correctness of the Governor's statements which existed with my Committee, and which immediately led to the Chamber's letter to the Colonial Secretary, was not the result of the Chamber's misapprehension of the correctness of the Governor's statements, but of the fact that the Chamber had been misled by the statements which had been made in an undelivered, but published speech of His Excellency which appeared in the newspapers of this Colony on the 10th April.

construction ought not to be taxed at all, but that junks should not escape taxation. By no process of reasoning can any portion of the Chamber's letter be contorted to bear such an interpretation. It should be clearly remembered that the statement of His Excellency to which this Chamber took exception was, that the cost of the Harbour Master's Establishment, Harbour Launches, Harbour Police, and the Observatory, involving an aggregate expenditure of some \$90,000 per annum, was "principally maintained out of the ordinary taxation of the Colony." Here no issue was raised by His Excellency as to the taxation of European and Chinese built vessels. The Chamber's letter was confined to proving that the ordinary taxation of the Colony was not used for the purposes of conducting Government establishments for the regulation of shipping as stated by His Excellency, but that, on the contrary, shipping not only paid its own way but added to the general revenue of the Colony. The addition to the revenue of the Harbour Master's Department from the collections derived from junks in 1890 was \$22,397. These native craft occupy the attention of the officials of that Department in many ways and necessitate the upkeep of five different establishments, besides Victoria, in the Island, for their almost exclusive use. Vessels of European construction do not require these establishments. The Harbour Master's Department is clearly entitled to be credited with the revenue it collects in connection with the conduct of its special work. An implication seems to lie in His Excellency's minute, that junks pay more than they should do in comparison with other vessels. Are not the facts as follows? For this payment of \$22,397 per annum, in 1890 about 3,500,000 tons of junks escaped the payment of light dues, as stated by His Excellency. Further, junks carried in 1890 213,272 native passengers without payment of any kind from, or payment to, the Harbour Master's Department. Junks also carried crews, did not come under the revenue cognizance of the Harbour Master's Department. So that for the payment of \$22,397 per annum or 64 cents per ton, junks obtained these particular privileges free and many others connected with their working, while vessels of European construction were specially taxed for each item. A reference to the receipts of the Harbour Master's Department for 1890 will show these several items, paid by European constructed vessels, to be as follows:—

Emigration brokers.....	\$ 1,400.00
Shipping seamen (21,854 men shipped and discharged).....	10,830.00
Examination of steamers.....	2,135.00
Survey of steamers.....	9,068.87
Registry fees.....	278.00
Medical fees—emigration.....	13,096.75
License steam launches.....	422.50
Survey certificates steam launches.....	995.00
	\$38,218.12

Light dues collected in 1890, which include the extra levy for the Gap Rock for 9 months only..... 72,028.33

\$110,246.45 which was contributed by 9,000,000 tons of shipping of European construction, or say 1.225 cents per ton, against 3,500,000 tons junk traffic which contributed 1.064 per ton.

His Excellency's minute states: "If it be urged that junks pay no light dues, my reply is that relating to tonnage, trading junks pay far more than European vessels, even including the special Gap Rock tax about to be remitted. This statement is not borne out by the figures at the disposal of my Committee, as is clearly shown above. Native craft only pay about one half of what European do, though doubtless some statement exists on which His Excellency based these remarks."

Paragraph 2 points out that my Committee erroneously included in Harbour Master's Revenue the amount received for the 12 months 1890 for

Registry of boats.....	\$4,631.50
Registry cargo boats.....	6,272.50
Cargo boats' certificates.....	1,192.50
	\$12,096.50

because this branch of the service was conducted by the Registrar General's Department and therefore the income was applicable to that establishment. The Chamber's error was natural, for it appears anomalous that work so intimately connected with the Harbour Department should be done by a branch of the service so unfitted, apparently, to conduct the operations required of it. The additional work, if thrown on the Harbour Master's Department, to grant these three forms of certificates, could doubtless be performed without further aid of any kind, or at the most trifling assistance only would be needed by that branch. It appears the Registrar General's establishment for 1890 cost the Colony \$13,700.20, while the receipts for these three certificates yielded that department \$12,096.50 for work that is infinitely allied to shipping and probably could be efficiently performed by trifling clerical assistance under the supervision of the Harbour Master's Department. In dealing with the question of other Government expenditure for the services of shipping, which is not classified specifically under that head, His Excellency is pleased to mention the cost of water taken by ships from the waterworks of the colony. Some misapprehension of the actual facts is apparent in this statement. Before the completion of the Tytan works no water was taken from the Government Reservoirs for the use of shipping. The various purveyors of water supplied vessels from their own private mains and other systems of collection, charging shipping for such water. During the recent drought, when these private sources dried up, Government permitted the owners of water boats to draw supplies from the Tytan reservoir, which they charged these purveyors of water 20 cents per 1,000 gallons. The rate was fixed by the Government, so it is presumable the revenues of the colony were amply protected when making the arrangement. Subsequently when the water famine became acute this privilege accorded to water boat owners was withdrawn. It is evident therefore that shipping does pay for all water taken from Government water works.

It is difficult and perhaps unprofitable to follow His Excellency in the minute analysis he suggests with regard to the various services performed by almost every public Department to shipping. Still, the two minor incidents he mentions are capable of assessment. The cargo boat strike is well within the memory of my Committee. It arose from injudicious action on the part of the Government. His Excellency called to his aid, one afternoon, many members of the community, amongst them some of my Committee, to obtain their views on the situation. His Excellency adopted the suggestions that were then tendered and the following morning the strike had disappeared. The routine work incurred by "Harbour questions" and the considerable number of "Harbour papers" may perhaps be classified, for want of fuller statistics, amongst those minor duties that go to complement the official duty of the Police. The Police statistics of crime show that for the 12 months of 1890 the febrile state of all nationalities dealt with numbered 190, which doubtless include many that were not sailors.

It would not be unfair to set off against these various services rendered to shipping, by almost every public Department, the revenue received

from the following items which arise from and are incidental to our shipping; in 1890 they yielded—

Bill of Lading stamps.....	\$21,663.40
Charter Parties stamps.....	3,102.80
Do. copy stamps.....	902.00
Marine Insurance Policy stamps, say.....	500.00
	\$30,873.20

The amount collected for stamps on Insurance policies in 1890 was \$7,661.70, but therein is included both Fire and Marine, which it appears impossible to separate, but the Committee estimate that one-third would be a fair proportion to place to revenue derived from Fire policies. It is worthy of note that vessels of Chinese construction did not contribute one cent towards this large addition of \$30,873.20 to the general revenue of the colony. It is not profitable to seek to determine the cost of each infinitesimal service that devolves upon the Government in connection with the conduct of the administration of public business. But a quantitative analysis is forced upon my Committee by the minute of His Excellency. The fact, however, remains, as stated in the Chamber's letter of the 1st May, that the contributions to the revenue of the colony from shipping not only suffice to recoup all Government expenditure for the establishments connected with the supervision of that branch of the Colony's trade, but a large surplus goes therefrom to general revenue. His Excellency has not attempted to controvert the figures produced by my Committee, but has contented himself by endeavouring to separate the incidence of taxation as applied to vessels of European and native construction. The various suggestions in the minute my Committee consider they have fully disposed of in their present remarks, while the application of the income derived from the certificates of registry for cargo boats can be more fairly claimed as belonging to the Harbour Master's Department than the Registrar General's.

His Excellency has been pleased to make allusion in the concluding sentences of his minute to some points which appear to call for reply. The comparison between the burden on shipping in this Colony and Singapore opens a wide field for discussion; the allusion and conditions of the two places are so dissimilar that it is hardly possible to institute a comparison that would be of value if attempted. One reason doubtless for the lesser rate for ordinary light dues levied in this Colony is, perhaps, owing to the greater annual tonnage of shipping on which the tax is charged compared with that which passes through Singapore. And the cost of upkeep of their lighthouses may be considerably greater than ours. However this may be, my Committee consider it more prudent not to institute comparisons suggestive of levelling up to the taxation of Singapore.

His Excellency further directs attention to the tonnage dues levied at the ports of China, which in comparison with the rates charged in Hongkong fall upon large vessels, he states, "with a weight 15 to 20 times greater than this Colony's levy." My Committee consider sufficient refutation was not given by His Excellency's advisers to the subject when this statement was permitted to be published. The Imperial Government of China's charge for tonnage dues is 62 Mexican cents per ton; the Colony's levy for light dues is 24 Mexican cents per ton. Superficially His Excellency's statement is borne out. Viewed more closely it will be found that the Chinese tonnage dues are only payable once every four months and during that period vessels can enter, as often as suits, any, or all, of the 21 Treaty ports of China, giving a range of about 3,144 miles of sea and river traffic. Along this distance the land is lighted in a manner that commands the admiration of the mariner, while all the various duties of the harbours in the 21 Treaty ports are conducted without additional charge to shipping. Compare this with the paltry similar service of this Colony with its present three lighthouses, or including the Gap Rock four and its stretch of a few miles of coast; for which the charge of 24 cents per ton has to be paid each time that the European constructed vessel enters the waters of the Colony. Instead of the Colony's tax, or an increase thereon, being inappreciable, it is not so. And further, my Committee would earnestly remind His Excellency that the "negligible quantity" of the risk of transfer from the Colony of its present distributing centre is not to be so lightly estimated as his Excellency appears to think. The Colony may retain the "centre" but the Government's powers to levy additional taxation on shipping which in the opinion of the Committee would be unwise for general revenue purposes may depart. Hongkong lies within an almost measurable distance of China; a few minutes' steamer ride transfers vessels from the Colony's waters. Vessels bound for the various ports of China, touching at Hongkong, could avoid the colony's waters entirely and yet might obtain all present advantages while the colony's revenue and prestige would suffer. There can be no doubt that China with its Imperial Maritime Customs stationed at Kowloon might some day gladly hail the transfer of the colony's trade to its shores. It is highly dangerous to deem these risks negligible quantities, when dealing with interests of such vast concern to this colony's welfare.

This Chamber has for many years urged the reduction of the charge for light dues to a point that shall simply suffice for the expenditure necessary for the maintenance of the lights; that revenue for general purposes should not be levied upon shipping under the guise of light dues; and latterly, in sympathy with the movement that is agitating most civilised countries, the Chamber has advocated their total abolition. To tax, for the payment of special services, an expenditure which can be distinctly ascertained in excess of what they cost, is an economic mistake, in addition to being inequitable. The total abolition of the dues would be a matter of high policy for the Colony and would amply repay any apparent additional burdens that it might be necessary to impose on the inhabitants for general revenue purposes. The trade of this Colony is almost solely shipping. The possibility of the island becoming a manufacturing centre depends upon shipping. Daily intercourse with all parts of the world for the exchange of products is a first necessity to a manufacturing community. Every vessel that enters this harbour adds, insensibly it may be, to each inhabitant's benefit, in the shape of work for certain classes, in direct money payments to others. These gains far outweigh the extra imposts that ratepayers might have to bear if light dues were abolished. The present levy of dues is direct, it is simple, and so commends itself to the Government and some of the community who do not grasp the fact that an economic advantage should be by every means in our power to attract, as almost compel, shipping to enter our port. Consider the inducement to shipping, "there is nothing to pay in the port of Hongkong." Our position, as it were, is that of shopkeepers having a certain commodity for sale, viz. the advantage of the port. It is prudent to charge an entrance fee to our customers; or it is wise to c-n-duce that our taxes would be triflingly increased by granting such facilities when it is well known that the concession will return us considerably more than it costs.

There is hardly a branch of commerce or an inhabitant, however situated, that would not derive benefit from the attraction of additional tonnage to the Colony's waters.

In conclusion, my Committee desire me to express regret at the tone of His Excellency's

minute. The Chamber has always accepted the understood position of advisers to the Government on all matters affecting the commerce of the Colony. No feelings of personality or partisanship have influenced the Committee at any time in the various communications tendered to the Government, which have hitherto been of the most distinctly courteous and pleasant character. But His Excellency's minute would seem rather to depart from the mutually good feeling that previously existed.

Sir, I have the honor to be,
Your most obedient servant,
F. HENDERSON,
Secretary.

Hongkong, 22nd May, 1891.
The Honourable W. M. Deane, M.A., C.M.G.,
&c. &c., Acting Colonial Secretary.

A CRACKER FACTORY IN CANTON.

Perhaps very few of the globe-trotters who visit Canton take the trouble to inspect anything outside the usual "sights" which are jotted down on the printed list handed them by the guide as soon as they are comfortably installed at the Shamene Hotel. To those who, like myself, travelled to the City of Rams as much for instruction as for pleasure (of the latter there is very little to be had) I can recommend a visit to a Chinese cracker manufactory, for it is principally in Canton and in the country surrounding that city that the horrible Chinese cracker—such a terrible nuisance all over East on Chinese festival or New Year occasions—is made. The production of the very little cardboard tubes is enormous, the annual receipts of fire crackers in Java alone being some 200,000 boxes, whilst in the Straits, Siam, Deli and Calcutta the receipts are above 80,000, and America is said to import 1,000,000 boxes annually. The Chinese manufacturing year begins on June 1st and that cannon cracker factory which I lately visited in the suburbs of Canton may be described as follows:—

The building was of sun-dried brick, with a tiled roof 12 feet from the ground, and this space was divided into an upper and lower apartment, each with the ceiling about six feet high. The interior of the building was strewn with pieces of paper, while vessels containing powder were standing around, the contents of which seemed to be imminent danger of being exploded, and men, women and children were actively engaged in the manufacture of the goods. The paper needed for the cracker is cut to the required length, and then weighed to see that the quantity for each cracker is exactly the same. The instrument used in weighing is of the rudest description, being a stick about 21 feet long, suspended from the ceiling by a string which is attached to the centre of the stick, and a stone is placed as a weight on one end, and the articles to be weighed on the other. The paper is rolled into cylindrical form by means of a flat piece of wood held in the hands, and then one end is creased with a pair of pincers, and a string tied round the crease as a temporary means of preventing the powder from running out when the cylinders are placed in a perpendicular position to be charged. The last named process is as follows:—The cylinders are bunched together like cigars turned on end, and then pushed with an awl, and in the aperture thus made the powder is poured from a tin-can. Then the stem of the cracker is inserted, which consists of a piece of thin, tough paper, with just sufficient powder twisted up in it to make it burn quickly. A piece of paper is temporarily passed over the end containing the stem for the purpose of preventing the powder from running out, as the crackers are now placed on a perpendicular position to be charged. The last named process is as follows:—The cylinders are bunched together like cigars turned on end, and then pushed with an awl, and in the aperture thus made the powder is poured from a tin-can. Then the stem of the cracker is inserted, which consists of a piece of thin, tough paper, with just sufficient powder twisted up in it to make it burn quickly. A piece of paper is temporarily passed over the end containing the stem for the purpose of preventing the powder from running out, as the crackers are now placed on a perpendicular position to be charged.

The great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.:—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—[Adv.]

HONGKONG TEMPERATURE.

(From Messrs. Geo. Jackson & Co.'s Register)	Today.
Barometer—5 a.m.	30.05
" " 1 p.m.	30.00
" " 4 p.m.	29.95
" " 7 p.m.	29.90
" " 10 p.m.	29.85
Thermometer—5 a.m. (Wet bulb)	78.0
" " 1 p.m.	79.0
" " 4 p.m.	80.0
" " 7 p.m.	81.0
" " 10 p.m.	82.0
Thermometer—5 a.m. (Dry bulb)	83.0
" " 1 p.m.	84.0
" " 4 p.m.	85.0
" " 7 p.m.	86.0
" " 10 p.m.	87.0

Red is the festive colour of China, and as fire crackers are used principally on that day, that colour is rigidly adhered to in the manufacture of these goods. The packs are placed in boxes, and in the proportion of 40 to the box. There is a regular division of labour in the factory, each person having his or her special work to do, and in this they become very expert. The foregoing is a description of cannon cracker manufacture, but the same will also apply to the small crackers. The latter, however, are generally made in the rural districts, and are brought down the river to Canton by junk. There is a large home consumption of fire crackers, and the Chinese think that their explosion will ward off evil spirits. They are fired off on numerous occasions, but particularly on the Chinese New Year, which is, as our readers know, a variable date, regulated by the changes in the moon. We were told when at Canton that foreigners there have what they call the Canton salute, which consists in the firing off at one time of six boxes of small crackers and two or three boxes of cannon crackers, and this is given on the departure of some one of their number for home.

THE ATTACK ON THE CZAREWITCH.

The *Asahi Shimbun* publishes the following telegram received from the Czar by the Emperor of Japan, on the 15th inst.—"I was astonished to learn that my son was attacked by a third man in your country, but give my hearty thanks for the kindness shown to him by you, and will not allow our mutual goodwill to be injured by such an accident. I have telegraphed to the Czarwitsch to proceed to Tokyo and give his thanks to you in person."

This little message cost \$1,200, and for another, and longer one, the bill was \$3,500. The *Kokai* says that there is a rumour current that Envoys Extraordinary will be sent to Russia, the chief Ambassador probably being H.I.H. Prince Arisugawa Takehito, and the second Count Saigo Yorimichi.

Yesterday (May 13th), at 6.30 p.m., the train bearing His Majesty, the Teno, with the Czarwitsch and Prince George of Greece, scammed into the station at Sannomiya. The Imperial carriage was in the centre of the train, while immediately adjoining it were carriages filled with Japan's nobility—officers of the Army and Navy, Ministers &c. Guards, with fixed bayonets, were in the cars, immediately behind the engine and at the rear of the train. When the distinguished party left the carriage, the Emperor, who looked saddened by recent events, seemed only desirous of showing the utmost friendship to the son of the Czar. He did not precede him during the short walk to the door, but simply walked abreast of him till the carriage in waiting was reached. His Majesty entered, followed by the Czarwitsch, Prince George, and Prince Arisugawa, and drove to the Palace at Renten, guarded by soldiers of the Osaka garrison. After a slight period of rest, the Czarwitsch proceeded on board the flag-ship. The Emperor walked with him to the end of the pier, and before the Prince stepped into the steam launch, there in waiting to receive him, he and the Emperor bowed their farewells.

The Prince looked little the worse for his accident. Over the bandages of his wound he wore a blue crape turban fastened by a large jewelled pin of apparently great value. At the Sannomiya Station he acknowledged the deference shown him by the assembled officials with every indication of goodwill and even pleasure. It can be seen very plainly that His Majesty the Teno, has taken to heart very seriously this accident to his guest, and so it may be hoped that the Czarwitsch and people of Russia will see nothing in the incident to cause ill-will towards the people of Japan. It may even confidently be hoped, says the *Kobe Herald*, that when the Czar learns how solicitous the Mikado has been regarding the Czarwitsch, permission may be accorded for the Prince to return the visit of his Imperial Majesty, in the latter's own capital, Tokyo.

When the Imperial Prince boarded the *Panama* steamer, the crew went up from the crew of the ship of the Russian fleet, and were continued for fully half an hour. Hands played also, in concert, and every indication was shown to the wounded Czarwitsch that he has a place in the hearts of the people whom he is with. The *Hyogo News* says:—The *Korats* left last Tuesday afternoon for Vladivostok, and the whole of the fleet departed for that port on Wednesday.

Tada, the would-be assassin, has died from the injuries he had received.

THE MANIPUR DISASTER.

TAMU, May 4th.
General Graham and the whole of the Burma Column are returning from Manipur. A permanent garrison of Assam troops will remain in Manipur.

One of the Manipuri generals who led the Regent's troops against us near Pale, on the 25th instant, was arrested by the Burmans sent out by Mr. Sopplit. He was, when arrested, found to have been wounded in three places. The Regent, with a small following, is reported to have gone East from Manipur.

General Graham arrives at Tamu on Wednesday.

ALLAHABAD, May 8th.
The Special Correspondent of the *Pioneer* at Manipur says that Lieut. Grant is making a rapid recovery. He is terribly pained, his slight figure being so emaciated that he is a mere walking shadow of his old self. With characteristic modesty he attributes the successful defence of Thoabul to the magnificent courage and coolness of the men under his command. He is as loud in praise of the 43rd Gurkhas as of the Punjabis of his own regiment. As to the latter, when questioned as to their doings, they, in turn, attribute everything to Lieutenant Grant. "How could we be beaten under Grant Sahib," they say, "he is a tiger in fight. When hundreds of Manipurs were coming close, he just took ten men out to stop them, and in a minute they had beaten the enemy back. We could not help winning under such a Sahib."

The special correspondent of the *Pioneer* at Manipur telegraphs that, four days after the massacre, a State procession took place amid great rejoicing, in which the Senapati took the most prominent part. The sanatorium, built twelve miles away by Sir James Johnston, was demolished and the grave of his child desecrated. The special correspondent of the *Pioneer* says that it is unfortunate that the British troops have been so quick withdrawn from Manipur. Something needs to be done to recover lost prestige.

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.:—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—[Adv.]

Advertisements.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).
The Company's Steamship
"CHOW FA,"
Captain F. W. Phillips, will be despatched for above Port TO-MORROW, the 27th instant, at 10 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 26th May, 1891. 1766

FOR SHANGHAI.
The Steamship
"ASHINGTON,"
Captain C. Zindel, will be despatched for the above Port TO-MORROW, the 27th inst., at Noon.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 26th May, 1891. 1765

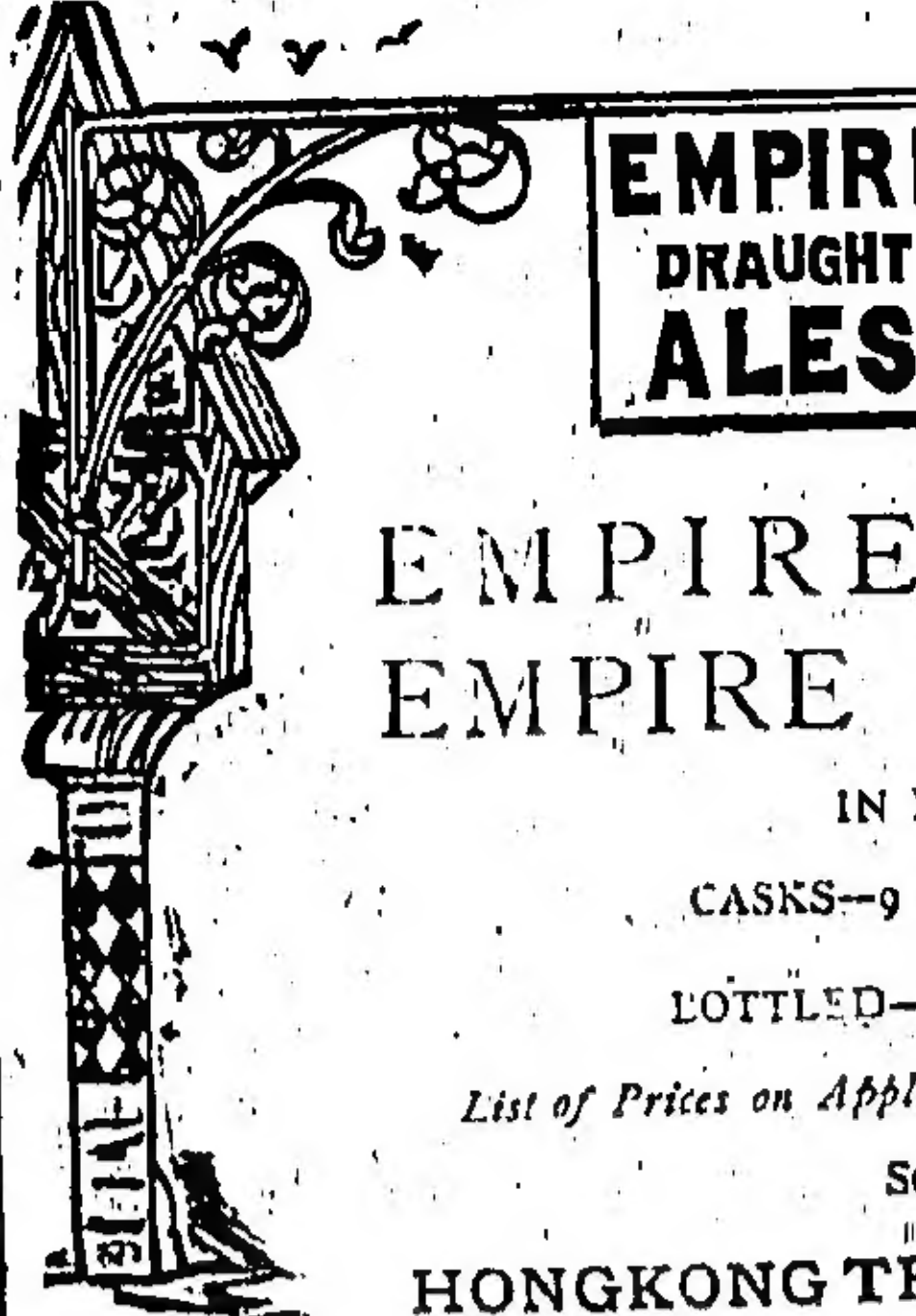
THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.
The Company's Steamship
"DEWAWONGSE,"
Captain P. H. Loff, will be despatched for the above Port on THURSDAY, the 28th inst., at 10 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 26th May, 1891. 1767

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.
The Company's Steamship
"NAMO,"
Captain Goddard, will be despatched for the above Ports on FRIDAY, the 29th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 26th May, 1891. 1768

Intimations.



EMPIRE DRAUGHT ALES.

EMPIRE PALE ALES.

EMPIRE EXTRA STOUT.

IN FINE CONDITION

CASKS—9 GALL AND 18 GALL.

BOTTLED—PINTS AND QUARTS.

List of Prices on Application.

Sole Agents

HONGKONG TRADING CO., LD.

HONGKONG RIFLE ASSOCIATION.
NOTICE.
THE Match which had been fixed for Thursday next, the 28th instant, has been POSTPONED.

THE LONG RANGE HANDICAP CUP and SPOONS will be competed for next SATURDAY, the 30th instant, commencing at 3.15 p.m. Ranges 800 and 900 yards. Usual conditions.

A Launch will leave the P. & O. Pier at 2.45 p.m. to convey competitors.

FRANK COLLINS,
Hon. Secretary.
Hongkong, 26th May, 1891. 1765

NOTICE.
MITSU BISHI COLLIERIES.
I HAVE to-day RESUMED CHARGE of the AGENCY at this port.

H. U. JEFFRIES,
Agent.
Hongkong, 26th May, 1891. 1770

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 27th May, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 26th May, 1891. 1769

Intimations.
A. S. WATSON & CO., LIMITED.
NOTICE is hereby given, that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the HONGKONG DISPENSARY, on FRIDAY, the 29th instant, at 3 p.m., to confirm the Special Resolution passed at the Extraordinary General Meeting held on the 14th inst.

T. H. TALBOT,
Secretary.
Hongkong, 26th May, 1891. 1748

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE TO SHAREHOLDERS.
THE SECOND CALL of Two Pounds (£2) Sterling per Share is Payable at the temporary Offices of the Bank, No. 7, Praya, on or before 20th June, 1891.

By Order of the Board of Directors,
Wm. H. FORBES,
Chairman.
Hongkong, 21st May, 1891. 1756

NOTICE.
THE SHAMENE HOTEL AND LAND COMPANY, LIMITED.

THE OFFICE of the above named Company has been temporarily REMOVED to No. 5, PEDDER'S HILL, where all communications respecting the Company's business should be addressed.

By Order of the Board of Directors,
R. FRASER-SMITH,
Chairman.
Hongkong, 4th May, 1891. 1675

J. & R. HARVEY & Co.,
DUNDASHILL DISTILLERY, GLASGOW.
Established 1770.

SCOTCH WHISKIES.
Finest Pure Malt Scotch Whisky,
O.H.M. Old Highland Malt Whisky,
F.O.S. Fine Old Scotch Whisky,
V.O.S. Very Old Scotch Whisky.

Messrs. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually
For Prices and Samples, apply to
G. RENNIE STEWART,
12, D'AGUIER STREET, Hongkong.
Sole Agent for China and Japan.
Hongkong, 28th August, 1890. 1369

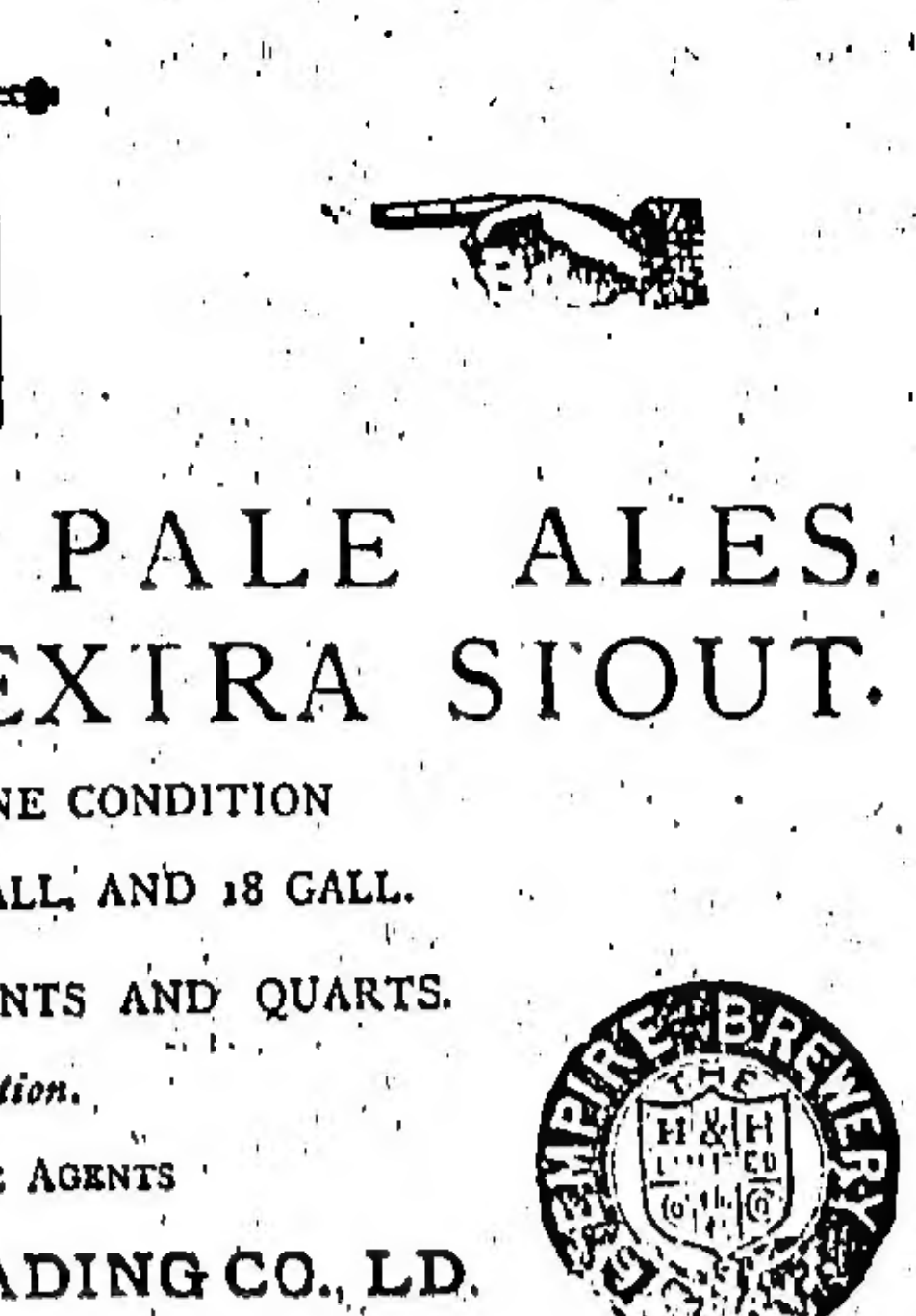
S. E. N. T. I. N. G.
SURGEON DENTIST.
No. 10, D'AGUIER STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 18th March, 1891. 1448

DENTISTRY.
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly Assistant to Dr. ROGERS),
HAS REMOVED
TO
THE MARINE HOUSE,
QUEEN'S ROAD,
(next to the Telegraph Companies).

CONSULTATION FREE.
Hongkong, 7th March, 1891. 1495

Intimations.



EMPIRE DRAUGHT ALES.

EMPIRE PALE ALES.

EMPIRE EXTRA STOUT.

IN FINE CONDITION

CASKS—9 GALL AND 18 GALL.

BOTTLED—PINTS AND QUARTS.

List of Prices on Application.

Sole Agents

HONGKONG TRADING CO., LD.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.
President.
CAPTAIN SAMUEL ASHTON, A.L.N.A.

THE QUARTERS of this ASSOCIATION are situated at College Chambers, just above the Daily Press Office.
All British Masters and Officers calling at or residing in this port are cordially invited to make free use of the Association's Rooms and to communicate with the Secretary about any matters which they deem expedient, either in their own interest or that of the profession generally.

Membership cards will be found on the table, which those desirous of joining the Association can fill in at their pleasure.

Members of the Liverpool Association or of the Federation of Shipmasters and Officers of Great Britain admitted as honorary members.

Ordinary meetings are held at College Chambers EVERY FRIDAY, at 9 p.m.

All British Masters and Officers are cordially invited to be present at our Meetings.

CHESNEY DUNCAN,
Hon. Sec.
10, The Committee.
Hongkong, 24th March, 1891. 1122

HONGKONG JOCKEY CLUB.
HONGKONG DERBY, 1891.

THE WEIGHTS for the above RACE will be weight for inches, not rest, tolls as heretofore.

E. H. GORE-BOOTH,
Clerk of the Course.
Hongkong, 17th March, 1891. 1443

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Walls, Ceilings, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectively excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sold in casks of about 450 lbs. net. Price 8 cents per lb.

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, cum New Issue, —24 per cent. premium, nominal.
 Union Insurance Society of Canton—\$95 per share, buyers.
 China Traders' Insurance Company—\$63 per share, sellers.
 North China Insurance—Tis. 275 per share, buyers.
 Canton Insurance Company, Limited—\$115 per share, sellers.
 Yangtze Insurance Association—Tis. 70 per share, nominal.
 On Tai Insurance Company, Limited—Tis. 150 per share.
 Hongkong Fire Insurance Company—\$308 per share, sellers.
 China Fire Insurance Company—\$82 per share, sellers.
 Hongkong and Whampoa Dock Company—\$100 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$31 per share, sellers.
 China and Manila Steam Ship Company—120 per share, sellers.
 Hongkong Gas Company—\$131 per share, sellers.
 Hongkong Hotel Company—\$120 per share, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 Indo-China Steam Navigation Company, Limited—25 per cent. discount, buyers.
 Douglas Steamship Company—\$46 per share, sellers.
 China Sugar Refining Company, Limited—\$186 per share, buyers.
 Luson Sugar Refining Company, Limited—\$90 per share, sellers.
 Hongkong Ice Company—\$90 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$75 per share.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sales.
 A. S. Watson & Co., Limited—\$20 per share, ex div., sales and buyers.
 Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$125 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 Pungim and Sangle Du Samantan Mining Co.—\$4 per share, buyers.
 The Raub Gold Mining Co., Limited—80 cents per share, sales and buyers.
 Imurus Mining Co., Limited—\$11 per share, sales and buyers.
 The Belmont Gold Mining Co., Limited—\$7 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$81 per share, buyers.
 Tongkin Coal Mining Co.—\$400 per share, sellers.
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
 The East Borneo Planting Co., Limited—\$10 per share, sellers.
 H. G. Brown & Co., Limited—\$51 per share, buyers.
 The Seng Koyah Planting Co., Limited—\$13½ per share, buyers.
 Cruickshank & Co., Limited—\$35 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.
 The China-Borneo Co., Limited—\$16 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
 The Green Island Cement Co.—\$17 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$86 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$6 per share, sellers.
 Geo. Fenwick & Co., Limited—\$14 per share, sales.
 The West Point Buildings Co., Limited—\$30 per share, sellers.
 The Peak Hotel and Trading Co., Limited—\$8 per share, sellers.
 The Labuk Planting Co., Limited—\$25 per share, sellers.
 The Lamag Planting Co., Limited—\$7 per share, buyers.
 The Jelabu Mining and Trading Co., Limited—\$2 per share, sellers.
 The Selama Tin Mining Co., Limited—\$1 per share, sellers.
 The Shewen Hotel Co., Limited—nominal.
 The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
 The Bank of China & Japan & the Straits Ltd.—\$17 per share, sellers.
 The Bank of China & Japan & the Straits Ltd.—Founders' shares, £160 per share, sellers.
 The Hongkong Marine, Ltd.—nominal.
 London and Pacific Petroleum Co., Ltd.—£15, sellers.
 The National Bank of China, Ltd.—30 per cent. dis., sellers.
 The National Bank of China, Ltd.—Founders' shares, \$425 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/11
 Bank Bills, on demand 3/11
 Bank Bills, at 4 months' sight 3/11
 Credits at 4 months' sight 3/11
 Documentary Bills, at 4 months' sight 3/24
 ON PARIS—Bank, T. T. 3/3
 Bank Bills, on demand 3/3
 Credits at 4 months' sight 4/03
 On India, T. T. 2/22
 On Demand 2/22
 ON SHANGHAI—Bank, T. T. 7/18
 Private, 30 days' sight 7/21

MAILS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco to the 7th ultimo, left Yokohama on the 24th instant and is due here on the 30th.
 THE CANADIAN MAIL.
 The Canadian Pacific Steamship Co.'s steamer *Empress of India*, from Vancouver, left Shanghai to-day at 1 p.m. and is due here on the 28th instant.
 STEAMERS EXPECTED.
 The P. & O. S. N. Co.'s steamer *Thames* left Shanghai to-day and is due here on the 26th.
 The Navigazione Generale Italiana steamer *Biagio*, from Bombay, left Singapore on the 21st inst. and may be expected here on or about the 28th.
 The Ocean Steamship Co.'s steamer *Pailleur*, from Liverpool, left Singapore on the 23rd instant and is due here on the 29th.
 The P. & O. S. N. Co.'s steamer *Brindisi* left Singapore on the 25th instant and is due here on the 31st.
 The P. & O. S. N. Co.'s steamer *Thetis* left Bombay on the 22nd instant at 2 p.m. and may be expected here on or about the 28th proximo.

CHINA COAST METEOROLOGICAL REGISTER.

25th May, 1891.—At 4 p.m.									
STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Force.	Direction.	State of Sky.	Temperature of Sea.	Temperature of Air.
Whampoa	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Taipei	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Nagasaki	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Shanghai	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Fuzhou	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Amoy	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Swatow	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Shantou	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Keelung	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Keelung	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5

26th May, 1891.—At 10 a.m.									
STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Force.	Direction.	State of Sky.	Temperature of Sea.	Temperature of Air.
Whampoa	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Taipei	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Nagasaki	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Shanghai	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Fuzhou	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Amoy	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Swatow	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Shantou	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Keelung	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5
Keelung	30.1	79.4	75	SE	4	Light	Partly Cloudy	24.5	26.5

The barometer still falling. Gradually very much. Weather somewhat wet with thunderstorms. [Forecast for 26th May.]
 26th May, 1891.—At 10 a.m.
 Hongkong, Observatory, 26th May, 1891.

Shipping.

ARRIVALS.
 OMROA, British bark, 480, A. V. Brown, 23rd May, Singapore 24th April, Timber.
 OSCARSHAL, Norwegian steamer, 1,800, Reichborn, 24th May, Odessa, via Singapore 17th May, General—Order.
 ALTONOWA, British steamer, 1,611, Barnett, 25th May, Singapore 16th May, General.
 JARDINE, Matheson & Co.
 DEIMA, German steamer, 955, C. Christensen, 24th May, Moll 18th May, Coal—Geo. R. Stevens & Co.
 AVOCHE, British steamer, 1,014, T. Rowe, 24th May, Saigon 20th May, Rice, Melchers & Co.
 ANCONA, British steamer, 1,888, W. D. Muddle, 24th May, Yokohama 16th May, Mails and General—P. & O. S. N. Co.
 FOKAM, British steamer, 1,097, W. Davis, 24th May, Tamsui 19th May, Amoy 21st, and Swatow 23rd, General—D. Laprak & Co.
 DIAMOND, British steamer, 1,010, A. Snow, 24th May, Singapore 18th May, General—Bun Moh.
 COSMOPOLIT, German str., 851, A. Holtz, 24th May, Whampoa 24th May, General—Wiel & Co.
 SUNOKANG, British steamer, 893, C. B. N. Dodd, 24th May, Whampoa 24th May, General—Butterfield & Swire.
 KWANGLER, Chinese steamer, 1,504, R. L. Lincoln, 24th May, Whampoa 24th May, General—C. M. S. N. Co.
 BENALDER, British steamer, 1,294, C. K. McIntosh, 25th May, Saigon 21st May, Rice and Paddy, Gibb, Livingston & Co.
 TAIYUAN, British steamer, 1,459, R. Nelson, 25th May, Kobe 19th May, Coals and General—Butterfield & Swire.
 TAILER, German steamer, 128, Calender, 25th May, Singapore 19th May, General—Bun Moh.
 ISAAC REED, American ship, 1,489, F. D. Waldo, 25th May, New York 23rd Nov., Kerosene Oil—Russell & Co.
 MONGKUT, British steamer, 859, G. Anderson, 25th May, Bangkok, via Koh-i-chang 19th May, Rice and Teak Wood—Yuen Fat Hong.
 WUOTAN, German steamer, 1,016, A. Ott, 25th May, Cardiff, via Singapore 18th May, Coal—Wiel & Co.
 KUTANG, British str., 1,495, W. H. Jackson, 25th May, Calcutta 9th May, Penang 16th, and Singapore 20th, General—Jardine, Matheson & Co.
 FRIGGA, German steamer, 1,400, F. Nagel, 25th May, Kobe 19th May, General—Steenesen & Co.
 TETARTOS, German steamer, 1,160, W. Bretung, 25th May, Kutchinotru 20th May, Coals—Geo. R. Stevens & Co.
 BENLARIO, British steamer, 1,456, Le Bontellier, 26th May, Whampoa 26th May, General—Gibb, Livingston & Co.
 ASHINGTON, German steamer, 808, C. Zindel, 26th May, Whampoa 26th May, General—Steenesen & Co.
 JOHN BAILEY, American bark, 700, F. P. Shepherd, 26th May, Singapore 2nd May, Timber—Order.
 VELOCITY, British bark, 491, R. Martin, 26th May, Honolulu 19th April, General—Chinese.
 NAMOA, British steamer, 863, Goddard, 26th May, Fookchow 2nd May, Amoy 23rd, and Swatow 25th, General—D. Laprak & Co.
 LY-RE-MOON, German steamer, 1,218, G. Heuer, 26th May, Wuhu 20th May, Rice—Steenesen & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 Cosmopolit, German steamer, for Tournon.
 Johann, German steamer, for Quilabon.
 Athinagon, German steamer, for Shanghai.
 Teller, German steamer, for Amoy.
 Diamond, British steamer, for Amoy.
 Kwangshai, Chinese steamer, for Shanghai.
 Balavia, British steamer, for Swatow.
 Chouya, British steamer, for Bangkok.
 Clara, German steamer, for Halphong.

DEPARTURES.
 May 24, *Marie*, German str., for Whampoa.
 May 24, *Singan*, British str., for Whampoa.
 May 24, *Bellerophon*, British steamer, for Singapore, &c.
 May 24, *Halphong*, French steamer, for Halphong.
 May 24, *Namkhang*, British str., for Amoy, &c.
 May 24, *Kwongyang*, British str., for Shanghai.
 May 24, *Collingham*, British steamer, for Kutchinotru.
 May 24, *Thales*, British str., for Swatow, &c.
 May 24, *Donar*, German steamer, for Saigon.
 May 24, *Koningin Emma*, Dutch steamer, for Amoy, &c.
 May 24, *Chi-yuen*, Chinese str., for Shanghai.
 May 24, *Palor*, American gunboat, for Amoy.
 May 24, *Kwongyang*, British str., for Whampoa.
 May 24, *Tongshan*, British str., for Swatow.

May 26, *Tai-chung*, German steamer, for Swatow, &c.
 May 26, *Cosmopolit*, German str., for Tournon.
 May 26, *Johann*, German str., for Quilabon.
 May 26, *Athinagon*, British str., for Swatow, &c.
 May 26, *Teller*, German steamer, for Amoy.
 May 26, *Balavia*, British steamer, for Swatow.
 May 26, *Chouya*, Chinese str., for Bangkok.
 May 26, *Kwongyang*, Chinese str., for Shanghai.

PASSENGERS—ARRIVALS.
 Per *Namoa*, str., from Fookchow, &c.—Rev. and Mrs. Ashmore, Mr. Bornemann, and 38 Chinese.
 Per *Velocity*, bark, from Honolulu.—31 Chinese.
 Per *Teller*, str., from Singapore.—171 Chinese.
 Per *Fokien*, str., from Tamsui, &c.—Mr. Hazelwood, and 41 Chinese.
 Per *Ly-re-moon*, str., from Wuhu.—8 Chinese.
 Per *Binalder*, str., from Saigon.—12 Chinese.
 Per *Diamond*, str., from Singapore.—697 Chinese.
 Per *Mongkut*, str., from Bangkok, &c.—90 Chinese.
 Per *Frigea*, str., from Kobe.—Mr. von Torb.
 Per *Fokien*, str., from Calcutta, &c.—Major Austin and 31 Chinese.
 Per *Ancona*, str., from Yokohama for Hongkong.—Miss Robinson, Messrs. Chen Yok Wo, H. M. Pugh, and 4 Chinese. From Higo.—Messrs. Pollock, Wilkinson, Ching Leong Sun and servant, Clark Chun, Hing Nam, and Captain Buchanan. From Nagasaki.—Mrs. Yasokawa Fuku, Messrs. H. W. Jeffries, A. Wagner, Nicholas Talandoff, and 1 distressed seaman. From Yokohama for Penang.—Capt. J. C. Calambokidis, Messrs. W. B. Brattsway, For London.—Messrs. W. J. Montagu, W. B. Thomson, John Walker, G. A. Sherring, and F. M. Willis.

REPORTS.
 The German steamer *Deima* reports that she left Moll on the 18th instant. Had fine weather.
 The German steamer *Frigea* reports that she left Kobe on the 19th instant. Nearly the whole way misty and foggy weather.
 The British steamer *Binalder* reports that she left Saigon on the 21st instant. Had moderate breeze and fine clear weather throughout.
 The British steamer *Taiyuan* reports that she left Kobe on the 19th instant. Had light southerly wind with fog and hazy weather throughout.
 The British steamer *Avocche* reports that she left Saigon on the 20th instant. Had moderate south-easterly breeze and fine clear weather throughout the voyage.
 The British steamer *Mongkut* reports that she left Bangkok, via Koh-i-chang on the 19th instant. Had fine clear weather throughout the passage with moderate south-west winds and smooth sea. On the 20th, passed the steamer *Kong Bang*, from Hongkong to Bangkok, 5 days out.
 The British steamer *Fokien* reports that she left Tamsui on the 19th instant. Experienced light north-east winds and fine weather to Amoy. Left Amoy on the 21st. Experienced light variable wind and fog to port. Left Swatow on the 23rd. Experienced light variable south-west winds with calm and hazy weather. In Swatow the steamships *Haitan*, *Riverdale* and *Yuen-tang*.
 The British steamer *Namoa* reports that she left Fookchow on the 2nd instant. Experienced light south-west winds and fine weather, and the latter part had light with thick fog to Amoy. Left Amoy on the 23rd, and Swatow on the 25th. From Amoy to Swatow had light and fine weather. From Swatow to port had light south-east and fine weather. In Amoy the *Lays*, *Chinglung*, and *Taiyuan*. In Swatow the steamships *Yikang* and *Chang Hock Kian*.
 The British steamer *Kutang* reports that she left Calcutta on the 9th instant; clearing the river on the 10th at 5 p.m.; arrived at Penang at 1 p.m. on the 15th, left for Singapore on the 16th, arrived at daylight on the 18th. Left for Hongkong at 5 a.m. on the 20th; arrived here yesterday 5 p.m. From Sandheads to Penang and throughout the Straits experienced wind ranging from south-west to south and south-east with fine weather and smooth sea. Between Singapore and Hongkong had light south-west winds and fine weather.

Post Office.

A MAIL WILL CLOSE.
 For Bangkok.—Per *Chewfa* to-morrow, the 27th instant, at 9:30 A.M.
 For Shanghai.—Per *Vanilla* to-morrow, the 27th instant, at 9:30 A.M.
 For Shanghai.—Per *Ashington* to-morrow, the 27th instant, at 11:30 A.M.
 For Swatow and Tientsin.—Per *Kwongyang* to-morrow, the 27th instant, at 3:30 P.M.
 For Swatow and Shanghai.—Per *Taiyuan* to-morrow, the 27th instant, at 3:30 P.M.
 For Swatow and Bangkok.—Per *Deima* on Thursday, the 28th instant, at 3:30 A.M.
 For Europe, &c., &c.—Per *Thames* on Thursday, the 28th instant, at 11:00 A.M.
 For Swatow, Fookchow, and Tientsin.—Per *Sungking* on Thursday, the 28th instant, at 2:30 P.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.—Per *Taiyuan* on Friday, the 29th instant, at 8:40 A.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Ancona* on Friday, the 29th instant, at 5:00 P.M.
 For Yokohama and San Francisco.—Per *Gaulle* on Saturday, the 30th instant, at 9:30 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, and Vancouver, B.C.—Per *Empress of Japan* on Tuesday, the 2nd June, at 11:30 A.M.
 For Europe, &c., Australia, India, via Madras, Calcutta, and Mauritius.—Per *Sydney* on Wednesday, the 3rd June, at 11:00 A.M.
 For Europe, &c., &c.—Per *Stuttgart* on Saturday, the 6th June, at 5:00 P.M.

SHIPPING IN HONGKONG.

STRAMERS.
 CHELYDRA, British steamer, 1,574, G. Payne, 17th May, Saigon 13th May, General—Jardine, Matheson & Co.
 CROWFA, British steamer, 1,037, F. W. Phillips, 20th May, Bangkok 14th May, General—Yuen Fat Hong.
 CLARA, German steamer, 674, H. Ipland, 21st May, Halphong 20th May, Rice and General—Steenesen & Co.
 DEUTEROS, German steamer, 1,107, W. Dinse, 23rd May, Kutchinotru 17th May, Coals—Steenesen & Co.
 DEWAWONGSE, British steamer, 1,037, P. Z. Loff, 18th May, Bangkok via Hollow 10th May, General—Yuen Fat Hong.
 EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, K.N.R., 23rd May, Liverpool 17th April, Naples 20th, Suez 27th, Colombo 26th, Penang 18th, and Singapore 18th, General—Doddwell, Carill & Co.
 FAME, British steamer, 1,117, Lieut. Wm. G. Conley, B.N.R.—Hongkong Government.
 GAKIKI, British steamer, 4,200, W. G. Pearne, 18th May, San Francisco 25th April, and Yokohama 19th May, Mails and General—P. & O. S. N. Co.

HONGKONG—STEAMERS.

Continued.
 JAPAN, British steamer, 1,865, J. G. Offlent, 13th May, Calcutta 26th April, and Singapore 6th May, Oplum and General—D. Sisson, Sons & Co.
 100 SOK, British steamer, 1,020, A. Benson, 20th May, Glasgow 4th April, Port Said 18th, Penang 10th May, and Singapore 13th; Coal—Yuen Fat Hong.
 PLOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
 TRIUMPH, German steamer, 674, J. Bruhn, 23rd May, Pakhoi 20th May, and Hollow 22nd, General—Ed. Schellhass & Co.
 VENETIA, British steamer, 1,608, T. F. Cerry, 21st May, Bombay 4th May, and Singapore 16th, General—P. & O. S. N. Co.
 SAILING VESSELS.
 ADOLPH OBRIG, American bark, 1,376, F. Carleton, 5th March, New York 31st August, Kerosene Oil—Reuter, Brockelmann & Co.
 ALTAIR, British bark, 399, J. Munro, 6th May, Tamsui 10th April, Coals—Wiel & Co.
 AUSTRIA, British bark, 1,105, Geo. N. Dakin, 30th April, New York 11th Nov., Kerosene Oil—Order.
 CAMBUSDON, British ship, 1,197, R. Carland, 19th May, New York 28th Nov., Petroleum—Russell & Co.
 COLUMBUS, German ship, 1,428, L. Haesloep, 21st April, Singapore 20th March, Timber—Melchers & Co.
 DON JUSTO, American bark, 708, B. Nelson, 21st April, Singapore 28th Feb., Timber, Captain.
 ERUKONTO, Chinese bark, 457, Oplum Examination hulk, Stonecutters' Island—Chinese Customs.
 HYDRA, Danish bark, 786, C. Christensen, 26th April, Hamburg 5th December, General—Carlowitz & Co.
 MCLAUREN, American ship, 1,313, F. L. Oakes, 28th April, New York 30th November, Petroleum—Order.
 SARA MERSEDES, Peruvian schooner, 245, A. Mantaghi, 4th July, Saigon 27th June, Rice—Captain.
 ST. JAMES, American ship, 1,487, W. D. Burnham, 28th April, Shanghai 21st April, Ballast—Russell & Co.

Hotels.

THE MOUNT AUSTIN HOTEL.
 A SELECT FAMILY AND RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Mainland in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive promenade and pleasure grounds. Including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent.
 The Hotel is replete with every accommodation for Families and Gentlemen.
 The Manager, Mr. ROBERT ISHERWOOD, will be assisted by an Efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Grill, Billiard, and Private Sitting Rooms, with Fifty-four Bedrooms each provided with separate Bath-room and every convenience.
 Tramway Tickets will be supplied to Visitors at Reduced Rates.
 The Hotel will open on the 1st of June.
 For terms apply to the Secretary at the Company's Office, 18 and 40, Queen's Road Central, Hongkong.
 Hongkong, 30th April, 1891. 1674

BAY VIEW HOTEL.
 MR. OSBORNE begs to announce that this convenient half-way House on Shau-ki-wan Road is now open.
 The Hotel commands a beautiful View, and is situated in a cool and breezy spot.
 There is a convenient landing jetty opposite the Hotel for launches.
 The best Brands of WINES, LIQUORS, CIGARS, &c., always on Stock. MEALS can be served at any hour. Prompt attendance.
 Hongkong, 14th May, 1891. 1726

THE BOA VISTA.
 BISHOP'S BAY, MACAO.
 THIS HOUSE, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.
 Every comfort will be provided for visitors, with excellent cuisine and choice Wines.
 Hot, Cold, Shower and Sea Water Baths, Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.
 A small dairy is attached to the premises.
 Mrs. MARIA B. DOS REMEDIOS.
 Macao, 14th May, 1891. 1742

THE SHAMEN HOTEL.
 BRITISH CONCESSION, CANTON.
 THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.
 The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.
 The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.
 Wines, Spirits, Malt Liquors, etc., of the best quality only.
 A. F. DO ROZARIO, Manager.
 Hongkong, 4th November, 1890. 1047

NOTICE.
 JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.
 JEY'S WOOD PRESERVER OR ANTISEPTIC PAINT.
 THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special Terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 14th June, 1891. 1713

Consignments.

CANADIAN PACIFIC RAILWAY COMPANY.
 NOTICE TO CONSIGNEES.
 S.S. "EMPEROR OF JAPAN," FROM LIVERPOOL AND STRAITS.
 CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
 Optional cargo will be forwarded unless notice to the contrary be given before noon, on MONDAY, the 25th inst.
 No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.
 All claims against the steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognized.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by DODWELL, CARILL & Co., Agents.
 Hongkong, 23rd May, 1891. 1714

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
 NOTICE TO CONSIGNEES.
 FROM ANTWERP, LIVERPOOL AND SINGAPORE.
 THE Company's Steamship "FARKLING" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
 No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Underwriter before Noon, on the 27th inst., or they will not be recognized.
 All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th instant at 4 p.m.
 No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.
 Optional cargo will be forwarded unless notice to the contrary be given before 4 p.m., to-day.
 Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.
 Hongkong, 20th May, 1891. 1710

To be Let.
 TO BE LET.
 AN exceedingly comfortable and cool 6 ROOMED HOUSE.
 Apply to THE SECRETARY, Humphreys Estate & Finance Co., Ltd.
 TO BE LET.
 HOUSES at Mountain View near Plunkett's Gap Hill District, consisting of 5 or 6 large dwelling rooms with every convenience. These houses overlook both sides of the island and are cool, comfortable and healthy.
 Apply to JOHN A. JUPP, Secretary, The Austin Arms Hotel, and Building Company, Ltd., 38 & 40, Queen's Road Central, Hongkong, 26th May, 1891. 1716

TO BE LET.
 HOUSES at the Peak, and at BELLIOS TERRACE.
 ROOM and SHOP in BEACONSFIELD ARCADE, Queen's Road.
 GODOWNS in Duddell Street.
 Apply to BELLIOS & Co., 172a Hongkong, 23rd May, 1891.
 THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.
 TO LET.
 KNUTSFORD TERRACE, KOWLOON.
 HOUSES with 5 ROOMS, including Bath-room, and Tennis Courts. Good view and healthy situation. Rent and Taxes \$32, a month.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 24th March, 1891. 1728

TO LET.
 WITH IMMEDIATE POSSESSION.
 No. 17, PRAYA CENTRAL.
 OFFICES—above Messrs. Douglas, Laprak & Co.'s Premises.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 16th December, 1890. 1740